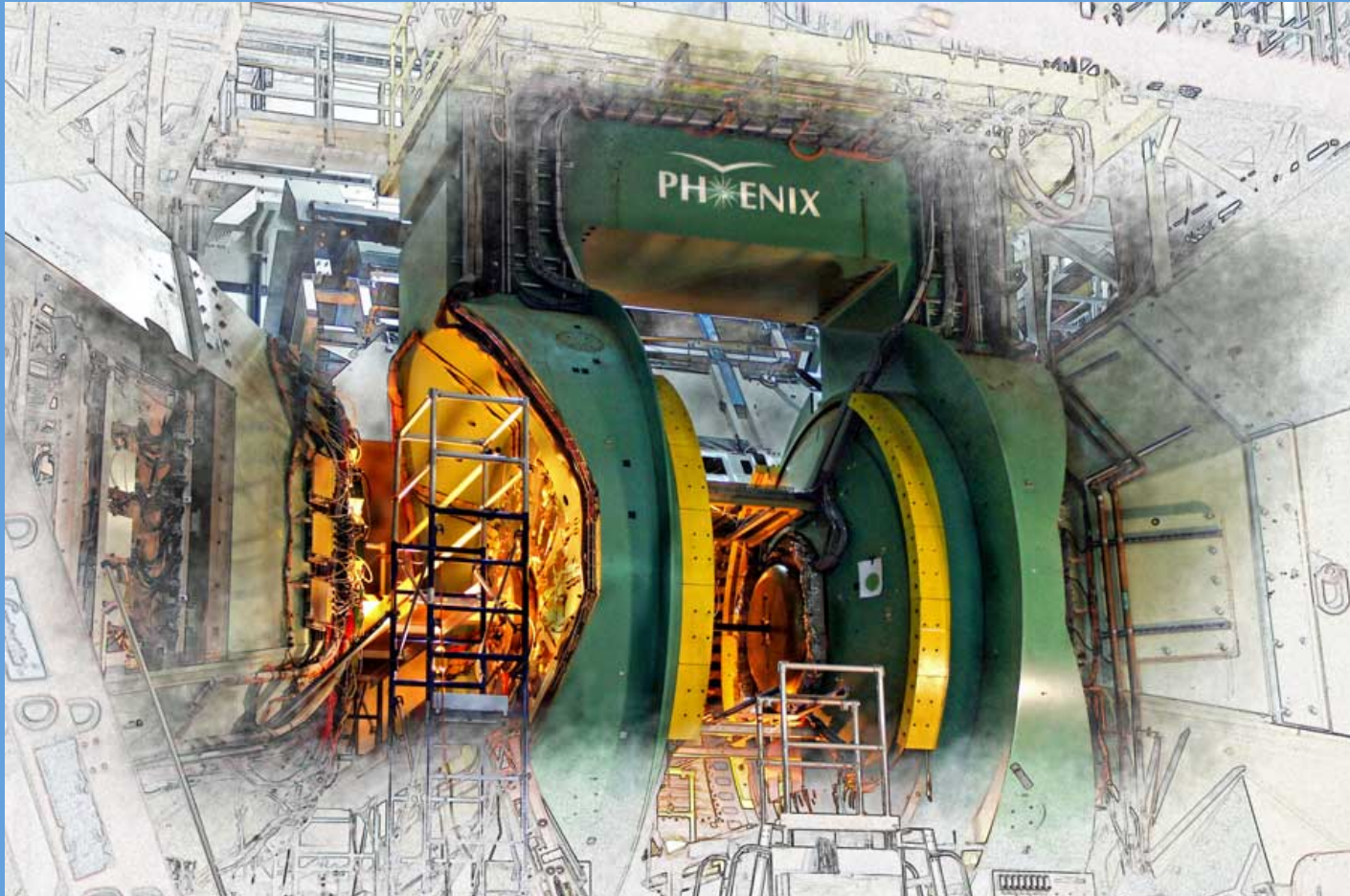


PHENIX

WEEKLY PLANNING



April 9, 2015

C. Biggs

This Week

Central Magnet Dropout Issue Solved?

Pump for Chiller #3 replaced

Cleared out 912 Tent plumbing and alarm system

Next Week

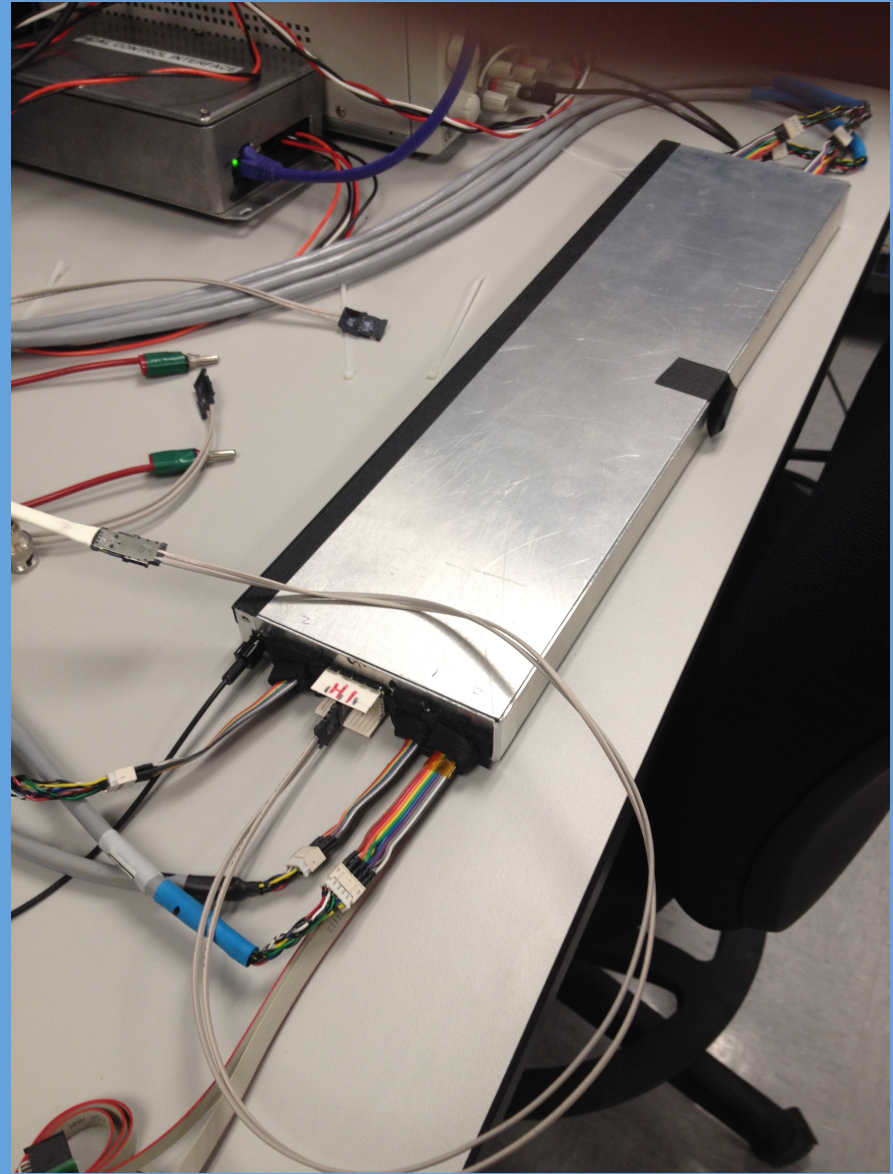
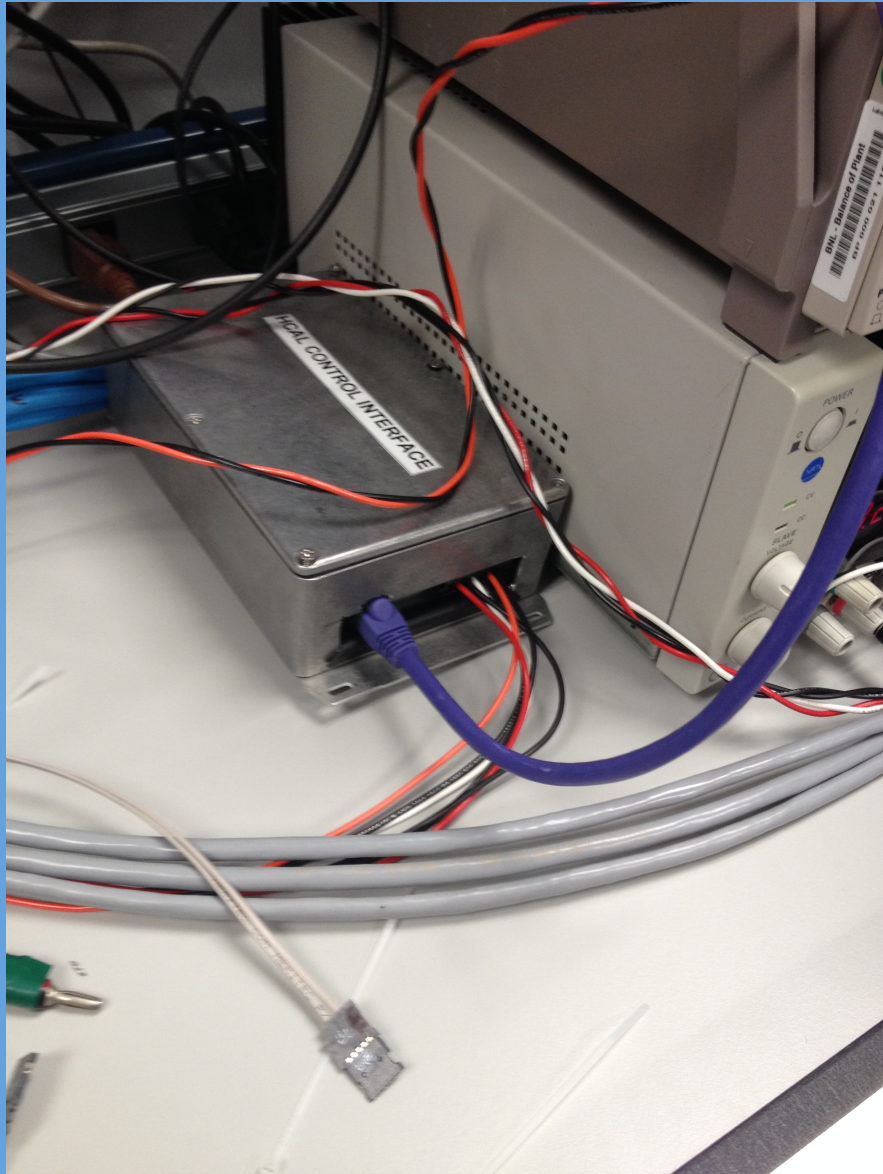
Maintenance Day Next Wednesday

1. Nosecone Veto Prototype install
2. Spot coolers for MPC-Ex install

Continue to support Run 15

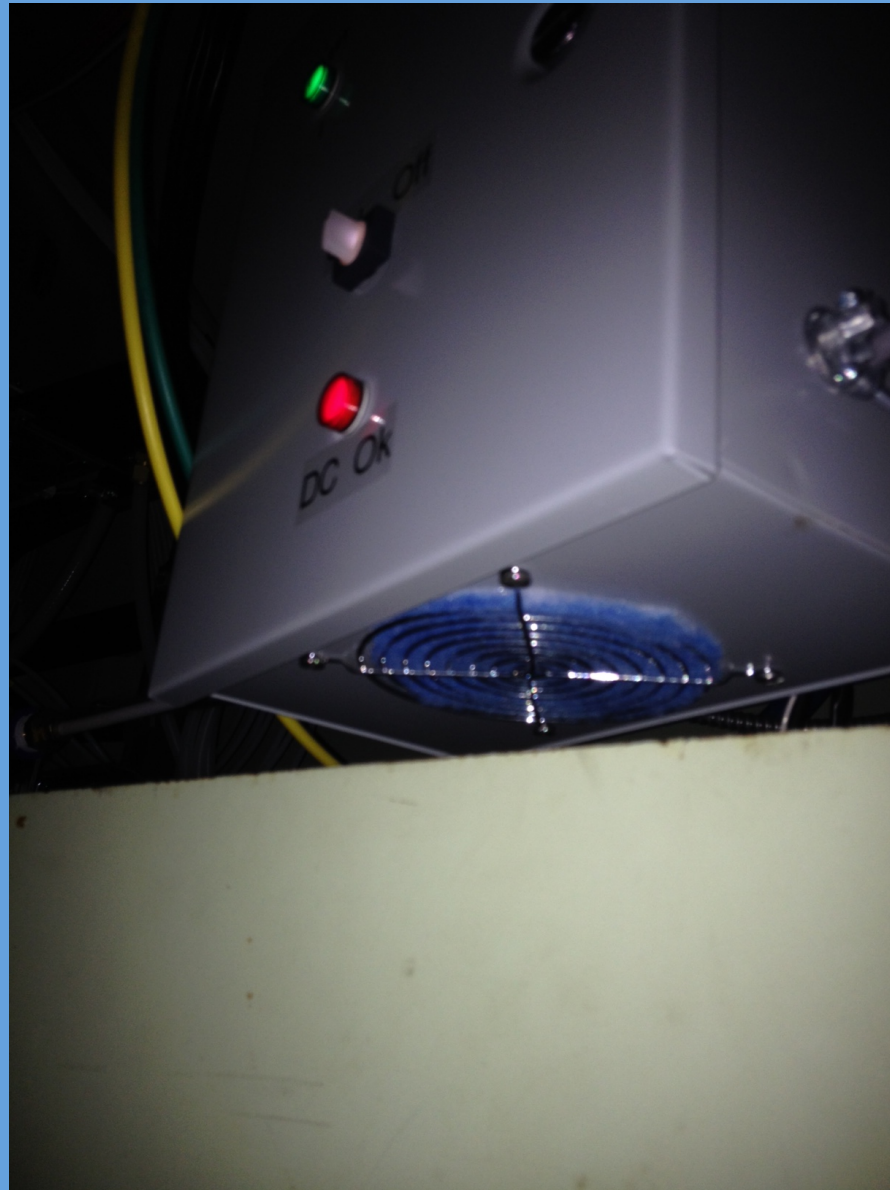
Continue to support S-PHENIX

Nosecone Veto Prototype





MPC-Ex Fan Box Improvements



VTX Chiller Leak Fixed



sPHENIX Magnet (formerly BABAR)

Magnet meeting yesterday



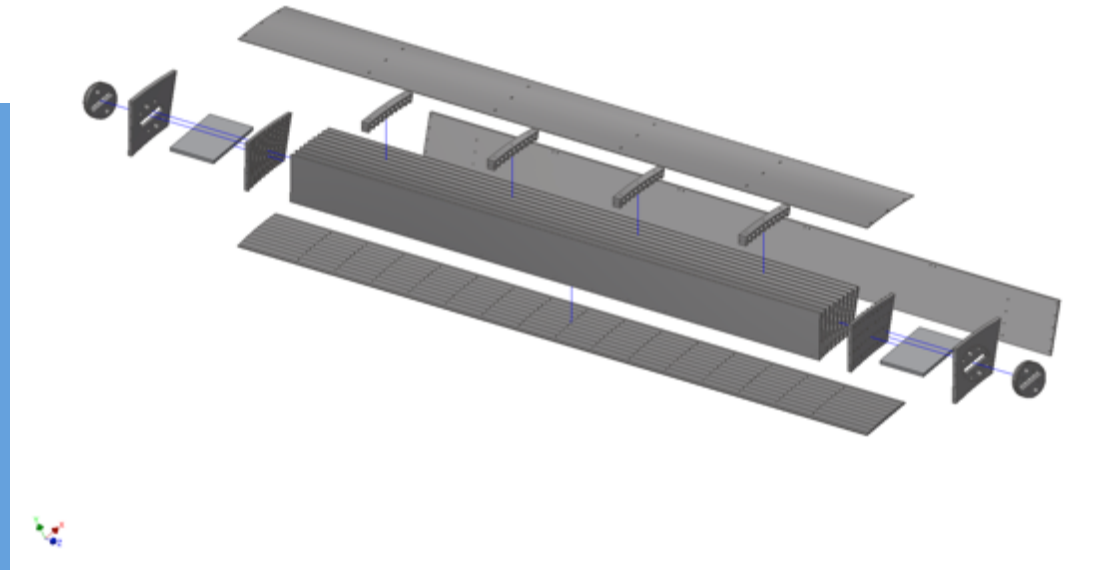
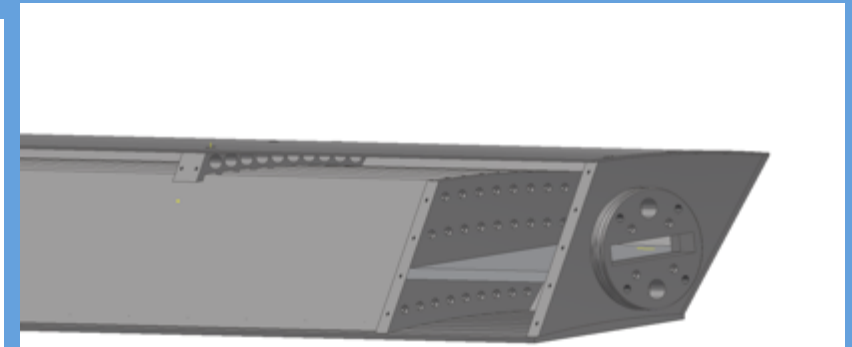
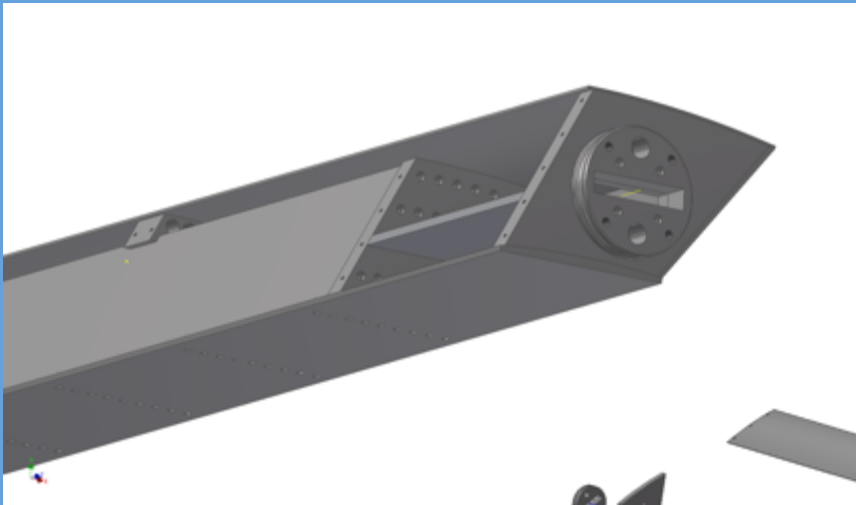
- 2nd truck, including valve box and dump resistor arrived this week
- HiPot test completed successfully
- Pressure and leak tests completed successfully
- Deciphering control system underway, should be able to map out and read all controls cables... determining how (who) to interpret them is an outstanding question
- Document scanning and distribution in progress
- Low field test plans proceeding
- Lab safety committee to be scheduled early May

sPHENIX Planning Schedule

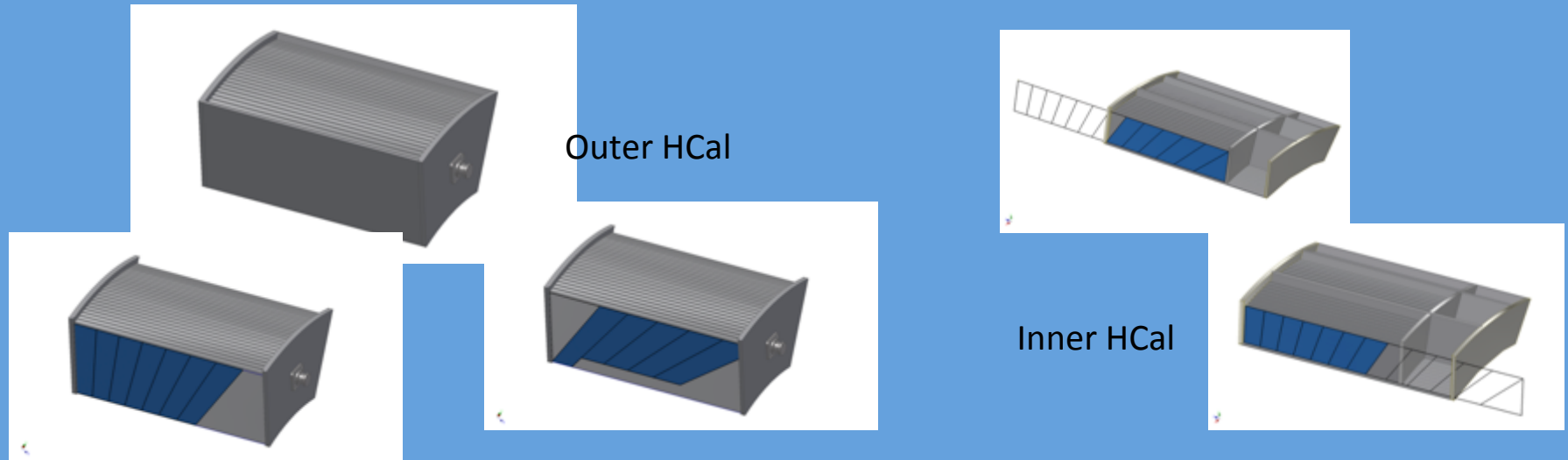
- **DOE Science Review follow-up scheduled for April 30, 2015**
- **Expect CD-1 review summer 2015**
- **CD-1 approval Oct 2015**
- **CD-2/3 approval Oct 2016**
- **Decommissioning of existing PHENIX Detector July 2016 after RHIC Run-16**
- **Procurement of sPHENIX components begins late fall 2016**
- **Installation activities start Sept 2017 and continue through the end of 2020**
- **1st RHIC run with sPHENIX early 2021**

Need to revise sPHENIX schedule based on new 2017 RHIC run and potential delays in CD-1 approval

Latest Inner HCal Illustrations



Performance Demo Prototype (Beam Test) – Outer & Inner HCal



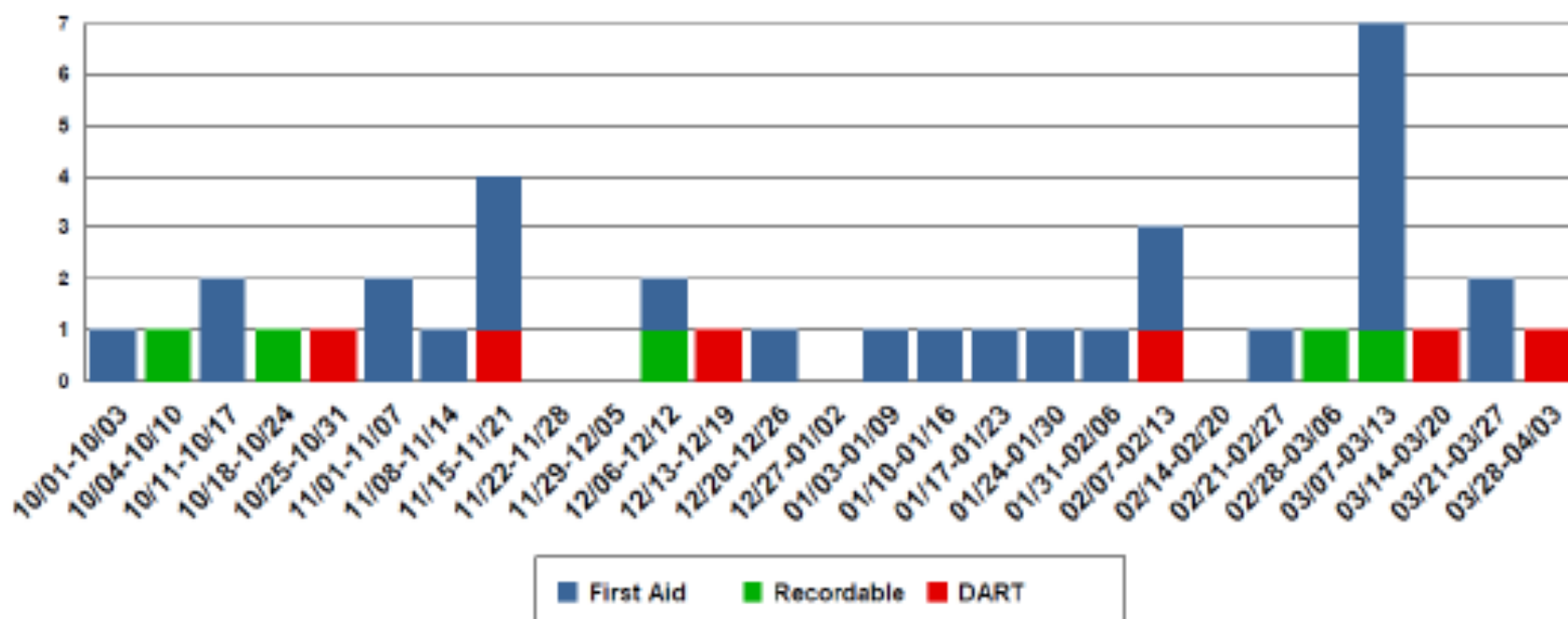
Outer & Inner HCal: 25 layers, 5 tiles per layer = 5 “towers” (1.5 m x

- **Performance Prototype** needs to be steel but does not need to be 1006 magnet steel;
- Will accommodate 5 adjacent tiles from the interior, far end or anywhere In between
- **Full scale mechanical prototype** will be built for evaluating manufacturability, handling, mechanical properties, etc.;
- ½ length wood (or equivalent) **HCal mock-up** will also be fabricated to develop tile insertion, handling, light collection and cable routing and data collection management techniques
- Expect to design, procure and assemble ready for beam test in **44 weeks**

sPHENIX Figures

- Here is the link to the current best sPHENIX Illustrations. They are organized into descriptive folders, including an “Old & Obsolete Illustrations” which contains all the previous illustrations in case there is a view that you want to get updated.
- <http://www.phenix.bnl.gov/WWW/p/draft/donlynch/sPHENIXfigures>
- There is also a file that tells when the figures folder was last updated.

Injuries Per Week (FY) As of 4/3/2015



Injury Status:

FY15 YTD: DART – 6, TRC – 11, First Aid – 27

FY14: DART – 17, TRC – 33, First Aid – 38

FY13: DART – 18, TRC – 39, First Aid – 52

FY15 Injury Listing:

<https://intranet.bnl.gov/esh/shsd/seg/OccInj/BNLIInjuries.aspx>

Recent Injuries

3/30/15	DART	An employee experienced sharp back pain while entering a vehicle. At the OMC, first aid was given and he was sent home to visit an orthopedist.
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Recent Events

		None
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April is

[Distracted Driving Awareness Month, which is a good time to review and reinforce the importance of driving, bicycle, and pedestrian safety on site.](#)

In one recent incident, a pedestrian's arm was brushed by a passing car. The pedestrian was walking on the right side of Princeton Ave. (entering the Lab) just past the Main Gate during the 8:30 a.m. "rush hour." Although this was a first aid injury, it could have been more significant.

Lack of walking space and sun glare were contributing factors in this incident. In addition, pedestrians should remember to always walk facing oncoming traffic (in accordance with New York State Vehicle and Traffic Law). If you are driving and observe an unsafe condition involving a pedestrian, please intervene ("if you see something, say something") by either speaking with the person, reporting the situation to a police officer, or calling Ext. 2222.

Pedestrians should avoid unsafe walking conditions and seek alternatives where possible (for example, by calling the BNL Shuttle at Ext. 2714).

Drivers, pedestrians, and bikers on site must abide by safe traffic laws and expectations. For drivers, that means being alert for walkers and bikers; giving them wide berth when passing them; stopping completely at crosswalks for pedestrians; stopping completely at stop signs; obeying the speed limit; and avoiding cell phone use.

For pedestrians and bikers, safe conduct means pedestrians walk on the opposite side of the road facing traffic, while bicyclists travel with traffic; obeying all traffic signs and signals; avoiding cell phone or headphone use; being alert for roadway hazards such as potholes; wearing a helmet for bikers; and making your actions known and predictable to drivers. When using crosswalks, do not assume cars will stop.

In addition, there are certain adverse conditions that should act as a trigger for all of us to increase our vigilance: inclement weather, limited visibility, or any condition that would create a safety concern.

As we anticipate our summer students and interns on the campus in coming months, please increase your and your staff's awareness of roadway safety, whether you are a driver, pedestrian, or bicyclist.

For more information, please see the [newly revised driving safety web page as well as the following One-Minute Toolbox Topics:](#)

Where To Find PHENIX Engineering Info



It's That Time of Year Again!!!

http://www.phenix.bnl.gov/WWW/INTEGRATION/ME&Integration/DRL_SSint-page.htm

